

What Union Stock Yards of Portland Are Doing

\$3,000,000 INVESTED SINCE THE SWIFT PACKING HOUSE WAS ESTABLISHED

EDITOR VISITS THE UNION STOCK YARDS-- SWIFT PACKING PLANT

Description of \$3,000,000 Industries Located at Kenton—How Live Stock is Received and Distributed—Educating the Producers to Turn Off a More Finished Product—Manager Lively Writes a Letter to the Press.

The industry, a central location, and a man to bring them together will make Portland the biggest stockyard city on the Pacific Coast. The three have been found in Kenton and its union stockyards. D. O. Lively, "Daniel O'Connell" Lively, who was publicity man for Fort Worth, Texas, who ran a newspaper at Dallas, virtually created Fort Worth a livestock center, and made it one of the stockyards towns of the new world. Close examination of the conditions that prevail in the country tributary to Portland, with all Oregon, Southern Washington, Eastern Idaho and Montana to draw from, show that here are possibilities of building up a business running into millions monthly, and the business can be developed almost indefinitely.

Mr. Lively is doing fundamental development work helping the stock growers to solve their problems, showing them how they can produce more finished products, turn off smoother steers, more large hogs and more first-class mutton. A great deal of the Oregon livestock needs better breakfast foods, alfalfa meal lunches and to have their backs shingled in winter.

Mr. Lively has done his first stunt the past month with a demonstration train in Eastern Oregon. His forte is boosting the livestock business by creating a public sentiment among the stockmen for better products in the livestock line—less razorbacks and more large—bucket fillers of the mortgage lifting variety.

Three Great Corporations.
The Union Stockyards, the Swift Packing Company and the Union Meat Company are three separate corporations.
C. C. Colt is manager of the Union Meat Company, and has its slaughtering plant and offices on Giffen street between Fourth and Fifth, and a large packing house at Troutdale.

The Union Meat Company will probably discontinue its packing house at Troutdale as soon as the big Swift plant here is in operation. Mr. Colt is one of the youngest men in charge of so large an enterprise, and like Mr. Lively, is a recognized authority and acknowledged leader in his line. These gentlemen believe in cultivating the most friendly relations with the public generally, and especially with the livestock growers. They believe there is a great future for this industry in the Pacific Northwest, and that the greatest maximum of wealth production in our country will not have been reached until the farmers generally are prepared to turn off well fattened cattle, sheep or swine, at all seasons of the year.

The Union Stockyards are necessary to properly receive the livestock from all sections of the country and again distribute it where it is needed, and where the market conditions are most favorable. The packing house business and the distribution of the needed products, is another great factor in supplying the needs of the millions of consumers in the most satisfactory manner, and with the least loss from waste or deterioration of production. From the standpoint of the public health, the stockyards and the packing properly conducted are of the most vital importance. They are subject to the most rigid government inspection. No unsanitary animal can get through the stockyards, and no unsanitary production can get out of the packing house, if the laws are enforced.

Union Stock Yards Company.
The Portland Union Stockyards Company has a plant covering 35 acres of ground. It is located at Kenton, on the Columbia River, about five miles north of Portland. About \$3,000,000 has been invested at Kenton in manufacturing plants, including the immense Swift Packing house, with two miles of electric railroad connecting with the Portland car lines. William H. Daugherty, a Portland capitalist, is president, and O. M. Plummer, secretary. They held the same offices in the company at its old location, F. J. Hagenbarth, the vice president, lives at Spencer, Idaho. He is one of the best known and most popular cattle men in the entire west. The general manager is D. O. Lively, formerly of Fort Worth, Texas. He has made a tour of Eastern Oregon, on the O. R. & N. demonstration train promoting the livestock business. Mr. Lively regards Western Oregon as the greatest cattle and sheep country in the world, but thinks the farmers have made very little use of its opportunities. "We have to go to Montana," said Mr. Lively, "for fat sheep at present. The people demand better products in the market; better beef, better mutton and pork."

We are getting most of our good stuff from the Willamette Valley and Southern Oregon."

Something About Kenton.
Kenton is five miles from Portland—the last two miles of street car line built by the stockyards people—mostly on piling. About \$3,000,000 has been invested by the Union Stockyards, the Union Meat Company, and the Swift Packing Company.

The old plant of the Union Stockyards was sold for terminals to the Northern Pacific. The yards and buildings were all torn down and made into bon fires. The new Union Stockyards were located at Kenton.

The stockyards and packing house plant are two miles beyond Kenton proper, which is a beautiful suburb with a restricted district, where only certain standards of residences are permitted. In another way, the stockyards are a restricted district, as no residences are permitted there. There is a central administration building at the stockyards, where the commission men have their offices, and the stockyards' officers have their headquarters. A good comfortable hotel is being built to accommodate cattle men who come in with the cars of stock. The great Swift Packing House, built of brick, is about 250 feet by 300 feet, and ten stories high. The cattle are driven up a long incline to the top story, where the slaughtering processes begin. Alongside the great abattoir is a brick tower about 40 feet square, with an elevator to carry the employees up and down. On each floor of this tower are shower baths, where the packing house laborers are thoroughly washed, sterilized, fumigated and attired in clean white clothing all under government regulation.

The North Bank and the O. R. & N. Companies run into the Union Stockyards on the west side, while a deep slough on the north affords water transportation for all kinds of vessels. These are the only stockyards in the world where the products of the range and the farm are delivered to the ocean going vessels.

How the Stock is Handled.
When a car load of livestock arrives, it is boarded at once by the yard men, who count and report the condition in which they find the animals. They are then unloaded into a pen, provided with feed and water, and placed under lock and key, as the stockyards corporation becomes responsible for their keeping. It is assigned to a commission man, he arranges for the feed. The rule is to feed well, for all that is added to weight is good for the shipper.

The stock is then passed through government inspection, and all defective animals of those unfit for the market on account of disease or condition as to branding, are rejected. All livestock is given a good feed the same day that it arrives, and after being weighed, is again shipped out. The stockyard's force is large enough to clean up each day's receipts. Livestock is benefited by being unloaded and watered and fed. There are about 30 pens at the yards, and nine commission firms have offices here. There are buyers from the Puget Sound and about 100 large packing houses at Portland. It is the object of the commission men to get the best prices possible for the owner of the stock.

There are at present about 25 pens of pens, all having a large sanitary watering trough and feeding arrangements. The ground on which the Union Stockyards are located is built up of pure sand, making it an ideal location. All stock that is sold out is weighed on the Union Stockyards scales, which are automatic and self-registering, leaving a perforated slip to record the transaction. The Union Stockyards are planning to add a large central draft horse market, with a model barn, with an expert judge of equine values in charge.

Business for October.
For the month ending October 21, receipts at the Portland Stockyards have been as follows: Cattle, 6,561; calves, 675; hogs, 9,033; sheep, 9,549; horses, 72. The total number of cars, 400.

There were 1,428 cattle which went to Sound points; 276 calves, 4,233 hogs, 2,777 sheep went to packing houses at Sound points.

By boat there was sent out 306 cattle, 585 hogs, 909 sheep. The average weight of hogs for the month was 205 pounds.

Livestock Investment.
Following facts prove profit in hogs: A man bought, May 14, four pigs of 100 pounds at \$6.00; cost \$11.40.

On August 6, eight hogs of 110 pounds at \$7.00; cost \$56.70.

Bought, August 6, 120 pounds bran, for \$1.71; also 180 pounds chops for \$2.61.
Sold, October 29, 12 hogs; 2850 pounds, at \$7.75, total \$220.88.
Cost of yardage, 8 cents per head, 96 cents.
Cost of commission, 10 cents per head, \$1.20.
Net gain, \$146.30.

D. O. Lively, in November Chamber of Commerce Bulletin.

Stockyards and their allies—packing houses, do not have shut downs. There is a market at the stockyards every business day of the year. The products of feed pen and range are saleable without regard to time or season. A bushel of wheat is a fixed measure, but a steer, sheep or hog is valued as to his condition. If they are fat and fine—not coarse—each pound of weight is worth more than if thin and ill conditioned. The money that is likely to be exchanged for meat animals is distributed. No man or combination can prepare for sale or own all of the marketable livestock no more than can be cornered all of the chickens and eggs of the country. A central livestock market such as the Portland Union Stockyards is the greatest single commercial blessing that can come to a town. More all the year round full dinner pails go with the maintenance of a livestock market and its packing house adjuncts than with any other industry. Portland has a full fledged livestock market from the standpoint of facilities and Portland is to be congratulated. Portland and the country commonly spoken of as the Pacific Northwest require and can adequately support a "Class A" livestock market.

There can be no question but that there is at this time nearly enough cattle, sheep and hogs in the country tributary to Portland to supply the existing demand. But the demand will increase. This section of the United States is settling up with increasing rapidity. New people are coming in daily. New avenues of demand are opening up. The fresh and canned meat demands of Hawaii, the Philippines, China, Japan, Manchuria, Korea, the west coast of Mexico, the countries of Central America and South America on the Pacific and Alaska—illimitable fields of consumption—should and ultimately will be supplied from Portland. This city is specially fortunate in its location as a place of export and is the only livestock market except Buenos Ayres in the Argentine that can practically drive its live cattle and sheep from the range aboard sea-going ships. Packing house products: chilled meats, canned meats and lard can be loaded out of packing houses aboard Orient or north or south bound bottoms, and no like products from the middle states can be mountain hauled in competition.

There is one phase of the livestock situation in this part of the country that may be considered a difficulty. That is the custom or tendency to ship half fat animals to market. Farmers or feeders of the middle states only ship thin livestock to market to supply a demand for "stockers." Much of the livestock that comes to Portland is too thin to be butchered and there should be a general movement throughout the country to change this condition. Such a movement is well worth while as it will add fully 25 per cent to the value of the marketable cattle, sheep and hogs of this section. Any claim that because Oregon is out of the corn belt, livestock can not be fattened is absurd. Like crop conditions surround St. Paul (only more so) and in 1908 that market received 1,133,412 hogs. Porkers tell the story of a country's feed and animal fattening abilities much clearer than either cattle or sheep, and there is no valid reason why Portland should have to go to Nebraska for hogs to supply a large type demand. Better finished cattle, sheep and hogs should come to Portland, and with the advent of the new Portland Union Stockyards and the consequent quickened demand it is only a question of time until the livestock raisers of the Northwest will respond with the classes wanted. No effort should be spared by commercial organizations or the press to bring that condition about, and the rapidly widening difference in prices between thin and fat animals will make the marketing of the former an unprofitable industry. The marketing of properly finished livestock has always been the best paid branch of the husbandman's effort, and the livestock market at Portland is willing and eager to give proper remuneration for what its customers insist on having.

Lively Writes a Letter.
Under date of October 20, 1909 Mr. D. O. Lively writes to the Independence Enterprise as follows: "I have just been handed a clipping from your publication of October 8th, in which you take the Portland Union Stock Yards Company to task for making an excessive charge to the stockmen of Oregon for its facilities. "Having been a newspaper man for some time, and knowing the craft generally, I can say, without imputation of seeking to flatter the true member of the fourth estate, does not want to misrepresent. If into the columns of his paper every creeps perversion it is in nearly every instance due to the fact that the source of information is bad. "Now as to facts: Before the Portland Union Stock Yards Company on the peninsula were opened for business I sent to every shipper whose name I could secure in Oregon, Washington, Idaho and Western

Montana a letter, copy of which I attach. At Independence Boothby & Lewis, W. W. Percival and F. J. Fryer were each sent a copy of this letter; at Corvallis, O. Leifer, W. M. Jones, E. F. Brown, J. N. McFadden, C. W. Taylor, Pon Avery, Geo. M. Brown, McFadden & Brady, P. A. Kline and Dick Kleger were each sent a copy of this letter, under a two-cent covering. You will note in the third paragraph of this letter that feed charges would remain the same as at the old yards, but that yardage charges would be changed to conform with the schedule in effect at the other livestock centers in the United States. Permit me to say in this connection that in 1908 there was marketed at Chicago, Kansas City, St. Louis, Omaha, St. Joseph, Fort Worth and Denver 719,453 cars of livestock, and the yardage charges on this entire amount were just the same as those in effect at Portland. "In the second paragraph of the article regarding these yards, you state that, owing to the limited number of buyers in the Portland market, there is a chance that the market will be cut to pieces. I attach hereto a letter which shows the business done here in 30 days, from the time of opening until October 15. You will note from this that nothing has remained unsold, and if you will take the trouble to compare the market prices with those in effect at all of the points above referred to, you will conclude that Portland ranks higher in nearly every class of live stock offered for sale, without considering the quality.

"In the third paragraph you speak of a shipment which arrived in Portland shortly after 4 p. m., or just after the fixed time of the Union Stock Yards for handling stock. Regardless of the time of arrival, livestock is received and cared for at the Union Stock Yards, but the scales are closed at 5 o'clock, in order that the day's transactions may be terminated. At all of the eastern markets, the scales are closed at an earlier hour, and it is seldom that anything arriving later than noon is offered for sale on that same day. It is distinctly to the advantage of the livestock shipper to give his animals a chance to rest and get a good feed before they are offered for sale. There was an example of the wisdom of this here this week. A shipper of cattle who sold a part of his consignment on the day of arrival, suffered a shrink of ten pounds per head as compared with the weights at which he bought in the country. Cattle that were held over until the next day showed a gain of fourteen pounds over their country weights, thus making a difference of twenty-four pounds for his day's holding in the stock yards.

"In the same third paragraph you speak of the meeting of the stock yard exchange for regulating the prices of the Union Stock Yards. The Live Stock Exchange does not hold any meetings in the mornings. The Union Stock Yards Company does not buy or sell live stock and the Live Stock Exchange has no more to do with the fixing of the price of live stock than you have. "While we are on the matter of prices, I want to call your attention to the fact that Chicago and Omaha quoted the cattle market yesterday 10c lower—the market here was steadier to higher, and weights and quality considered, cattle brought a better price here than at either of the markets named. The hog market yesterday was steady at Chicago, Kansas City and Omaha; the top at Chicago was \$7.85; the top at Kansas City was \$7.65; the top at Omaha was \$7.45; the top at Portland was \$8.00. With the exception of the quotation on lambs, prices paid for sheep at this market compare favorably with any of the Eastern markets, and the quality of lambs and sheep sold on the Eastern market, on which the higher prices are quoted, is quite superior to the offerings here. You will notice that Chicago quotes Western lambs at from \$4.25 to \$7.10; Kansas City quotes yearlings from \$4.25 to \$5.25. Taking the market by and large, I am quite safe in making the statement that it will run higher than any of the Eastern markets. "Near the top of the second column of your article, you state that the Union Stockyards charges are 'Commission \$19 each car of stock sold in the yards; for the privilege of stock standing in the car at the yards, for cattle 25 cents a head, maximum \$8 per car.' The real truth of the matter is, that the Stockyards company does not charge any commission as it is not in the commission business. The commission firms make a charge for selling livestock for the account of shippers, but there is nothing that will prevent a shipper from selling his own stock. Long experience has proven however that it is distinctly to the shipper's advantage to give himself the benefit of the commission men's knowledge, skill and experience in the sale of livestock.

"You were again misinformed as to the price of hay charged by the yard company. This charge is 1-2 cents per pound and inasmuch as the buyer pays for all the hay and grain that livestock eat at the same price per pound as he pays for the animals livestock shippers are always anxious to feed their animals before they are offered for sale. "In the closing paragraph of your article you speak of the principal buyers of stock controlling the board of directors, who fix the daily price

of stock. I have above explained this.

"Now, Mr. Editor, I have written you a long letter but I know that if you had looked into the matter thoroughly you would concur in the statement that the greatest aid to the livestock raisers and shippers is the establishment and maintenance of such market places afforded only by stockyards such as ours. About a billion and a half of dollars is paid out annually in the United States for livestock offered for sale by commission firms on regularly established stockyards. It is the business of the stockyards company to attract buyers and sellers to a place of business which gives the best facilities possible for the conduct of the same. Stockyards companies are a guaranty to the shipper and to the buyer that no trickery or unfair methods will be practiced in the buying and selling of livestock while such livestock is in the care of the stockyards company. Livestock is unloaded and loaded, is fed and watered and the scales installed and maintained by stockyards companies are the last word in the matter of weights.

Stockyards companies are not directly interested and are not pecuniarily benefitted in or by the matter of weights or prices and in consequence its charges for yardage, for feed, for weighing, for loading and unloading are uniform and are not affected by any condition, whatever. The feed and water the animal consumes before being sold are paid for by the buyer at the same rate as the animal brings per pound and every thinking and experienced stockman knows the value, the utility and desirability of stockyards. I sincerely trust that you will make a personal trip to Portland and give me the pleasure of showing you at first hand the correctness of the statements I have made herein.

ROBBERY OF MANAGER WAS PRACTICAL JOKE

Under the heading "Idaho Grid-ironers Robber of Spoils," the Portland Oregonian yesterday had a front page account of an alleged holdup in which the manager of the Idaho football team was an unwilling victim of two thugs who relieved him of a check for \$659. The story went on to explain that while the team was returning to Moreau from the Portland game, that Manager Smith stepped from the train at a small station for a stroll on the platform, when he was seized from behind by two burly thugs, etc.

It now develops that the holdup was a joke and that it was perpetrated by two of Smith's fellow football players. Instead of being held up however, the check was slipped from the pocket of the coat which the manager had left hanging in the car. The details of the joke were told last evening by William Dunn, who was the conductor on the train and who witnessed its perpetration.—East Oregonian.

LAST NIGHT A SOAKER.

Jupiter Pluvius Takes a Turn and Wets All Out of Doors.

Old fox Jupiter Pluvius turned loose near the hour of 6 last night and for three hours soaked the plucky Salemite who ventured out of doors. The rain fell in a mist, but oh, how wet! When Mel Baldwin, the local weather man, took the precipitation this morning the gauge showed but .66.

The Willamette river at this point is gradually rising this morning after a 6-foot rise in the past twenty-four hours. It stood at 11 feet this morning and was coming up at the rate of about a foot an hour. The transfer men and delivery wagons are congesting the dock today removing the goods from the place in

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fear that the water will cover the floor before night. The big dock is full of goods of every description and Mr. Baldwin is exerting every effort to place everything out of danger as soon as possible.

Won't Slight a Good Friend.
"If ever I need a cough medicine again I know what to get," declares Mrs. A. L. Alley of Beals, Me., "for after using ten bottles of Dr. King's New Discovery and seeing its excellent results in my own family and others, I am convinced it is the best medicine made for coughs, colds and lung trouble." Every one who tries it feels just that way. Relief is felt at once and its quick cure surprises you. For bronchitis, asthma, hemorrhage, croup, la grippe, sore throat, pain in chest or lungs, it is supreme 50c and \$1. Trial bottle free. Guaranteed by J. C. Perry.

Rise of Russia.
In the history of Europe down to the middle of the eighteenth century Russia is a blank. The foundation of the kingdom was laid by Rurik the Norseman in the ninth century. In the tenth century the Russians were Christianized, adopting the Greek form of Christianity. In the thirteenth century the Russians were completely overrun by the Tartars under Genghis Khan. From the Tartars Russia was delivered by Ivan, who became czar in the time of Elizabeth. It was Peter the Great (1672-1725) who gave Russia for the first time a place in the states system of Europe.—New York American.

Evangelical Association.
Corner 17th and Chemeketa Sts., H. C. Baker, pastor. Sunday school at 9:50 a. m. Preaching service at 11 a. m. and 7:30 p. m. Young People's Alliance at 6:30 p. m. Prayer meeting Thursday evening at 7:30.

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M. C. DICKINSON, Manager
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